

RTIP ID# <i>(required)</i> RIV031209				
TCWG Consideration Date: January 27, 2015				
Project Description <i>(clearly describe project)</i> The City of Palm Desert, in cooperation with the County of Riverside and Caltrans, proposes to build a new interchange on Interstate 10 (I-10) at Portola Avenue in the City of Palm Desert and County of Riverside. The project would entail the widening and extension of existing Portola Avenue as well as the widening and extension of the adjacent frontage road, Varner Road, within the project area. The proposed interchange would be located approximately one mile north of the existing Cook Street Interchange and approximately one mile south of the existing Monterey Avenue Interchange. The project would include construction of a new 6 through-lane overpass extending Portola Avenue over I-10 and the Union Pacific Rail Road (UPRR), construction of associated on-ramps and off-ramps, and realignment of Varner Road. Varner Road would also be widened from 2 to 4 lanes. Auxiliary lanes would be constructed between the proposed I-10/Portola Avenue Interchange and the adjacent interchanges at Monterey Avenue and Cook Street. The proposed project will require the acquisition of new right-of-way, including a portion of the existing UPRR right-of-way. The following Build Alternatives are being considered: Alternative 2, a Modified Partial Cloverleaf; and Alternative 3, a Modified Single Quadrant Cloverleaf. Alternative 1 is the No-Build Alternative. The proposed project is estimated to take 12 months of construction, for a project completion date of 2020.				
Type of Project <i>(use Table 1 on instruction sheet)</i> New interchange.				
County Riverside	Narrative Location/Route & Postmiles City of Palm Desert and County of Riverside, I-10 (PM 44.8-46.68) Caltrans Projects – EA# 0F1200			
Lead Agency: City of Palm Desert				
Contact Person Cherry Brent, Dokken Engineering Cindi Wachi, Riverside County	Phone# 916-858-0642 951-955-1863	Fax# 916-858-0643 --	Email cbrent@dokkenengineering.com CWACHI@rctlma.org	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 <input checked="" type="checkbox"/> PM10 <input checked="" type="checkbox"/>				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	<input checked="" type="checkbox"/> EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: Final Environmental Assessment/FONSI December 2011				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
Exempt	Section 6004 – Categorical Exemption	<input checked="" type="checkbox"/> Section 6005 – Non-Categorical Exemption		

Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	2014	2015	2016	2017
End	2015	2016	2017	2018

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
The purpose of the project is to:

- Reduce existing and forecasted traffic congestion on Monterey Avenue and Cook Street intersections near I-10.
- Improve traffic operations on I-10 at the Monterey Avenue and Cook Street interchanges.
- Provide a balanced circulation system and reduce out of direction travel.
- Improve local circulation by providing alternative vehicular access to the I-10, local shopping developments and residential neighborhoods.
- Help achieve the goals of the Southern California Association of Governments Regional Transportation Plan.
- Accommodate planned infrastructure improvements within the project vicinity.
- Provide a facility consistent with existing and planned local development, the County of Riverside General Plan Circulation Element and the City of Palm Desert General Plan Circulation Element.
- Improve emergency preparedness and enhance safety.

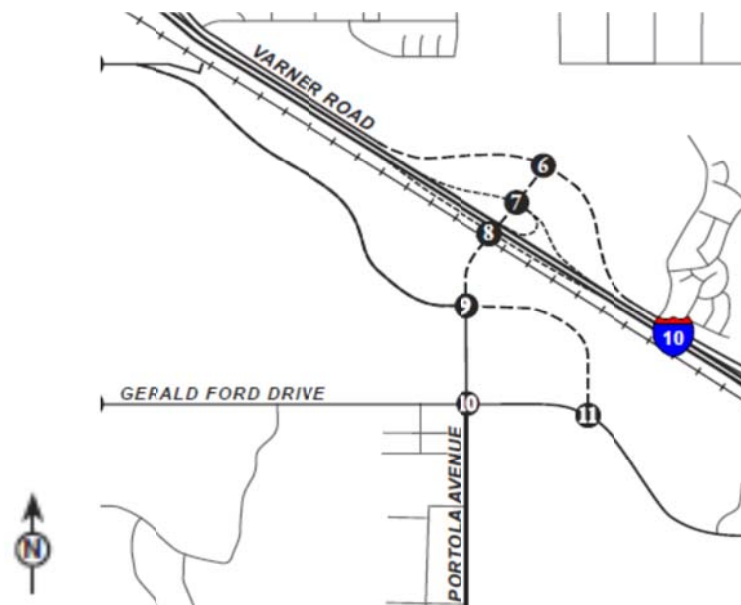
The project is needed because the existing I-10 interchanges at Monterey Avenue and at Cook Street cannot accommodate existing and forecasted travel demand without additional I-10 access. Currently, the Monterey Avenue and Cook Street interchanges provide the primary access from I-10 to the City of Palm Desert and the community of Thousand Palms in unincorporated Riverside County, as well as portions of the cities of Rancho Mirage and Indian Wells. Palm Desert and the Coachella Valley have continued to be one of the fastest-growing regions in California. Without additional access, travel demand is focused onto the two arterials with direct freeway access, and the capacity of those arterials is exceeded.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
Currently, the project site is mostly undeveloped and consists of I-10, UPRR, and Varner Road as a frontage road.

Future adjacent planned land uses include:
Community Commercial (C-C),
Industrial-Business Park (I-BP),
Medium Density Residential (R-M),
Medium Density Residential/High Density Overlay (RM/R-HO),
High-Density Residential (R-H),
Low Density Residential (R-L),
Open Space-Public Reserve (OS/PR),
Open Space/Public Parks (OS/PP).

<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>See tables later in this form.</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>Please see tables later in this form.</p>

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT



Segment	Year 2020			
	ADT Volume*	LOS*	Truck %	Truck ADT
6. Portola Avenue/Varner Road to I-10 WB Ramps	9,000	A	4	360
7. Portola Avenue/I-10 WB Ramps to I-10 EB Ramps	13,900	A	4	556
8. Portola Avenue/I-10 EB Ramps to Dinah Shore Drive	15,900	A	4	636
9. Portola Avenue/Dinah Shore Drive to Gerald Ford Drive	13,200	A	4	528

*Source: Traffic Volume Validation Report (2014) and Table 41, Traffic Operations Analysis (2009)
(Note: These intersections/segments do not exist with the No Build Alternative).

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Segment	Year 2040			
	ADT Volume	LOS	Truck %	Truck ADT
6. Portola Avenue/Varner Road to I-10 WB Ramps	16,200	A	4	648
7. Portola Avenue/I-10 WB Ramps to I-10 EB Ramps	25,100	A	4	1,004
8. Portola Avenue/I-10 EB Ramps to Dinah Shore Drive	28,700	A	4	1,148
9. Portola Avenue/Dinah Shore Drive to Gerald Ford Drive	23,900	A	4	956

*Source: Traffic Volume Validation Report (2014) and Table 42, Traffic Operations Analysis (2009)
(Note: These intersections/segments do not exist with the No Build Alternative).

Mainline Traffic Data ADT

Segment	Existing	Design Year 2040*
I-10 West of Monterey Avenue	109,200	187,845
I-10 West of Portola Avenue	--	171,675
I-10 at Cook Avenue	106,000	220,730
I-10 East of Cook Street	--	160,650
Source: **Traffic Validation Report (2014), data for I-10 at Monterey Avenue and I-10 at Cook Avenue in 2013 --Data not provided. *Traffic Volume Validation Report (2014) and Table 41, Traffic Operations Analysis (2009)		

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The project would provide additional access to I-10 for the area between Cook Street and Monterey Avenue to support the populations of the fast-growing areas of Palm Desert and Coachella Valley. The adjacent interchanges at Cook Street and Monterey Avenue currently have ADT volumes that are projected to increase due to the growth in the area. ADT on the adjacent I-10/Monterey Avenue Interchange (overcrossing) is expected to increase from 28,200 to 65,800 in 25 years (2004 to 2030), and ADT on I-10/Cook Street Interchange (overcrossing) is expected to increase from 20,300 to 45,200. Without improvement to the area, these two interchanges will experience more congestion and delays. Construction of the I-10/Portola Avenue Interchange is intended to reduce the impacts associated with the anticipated increase in congestion along Cook Street and Monterey Avenue, as well as on the I-10/Cook Street and I-10/Monterey Avenue Interchanges.

As shown in the table below, the proposed project (with either build alternative, Alternatives 2 or 3) would help alleviate congestion at the adjacent I-10/Cook Street and I-10/Monterey Avenue Interchanges and improve LOS.

Intersection	Peak Hour	2014	2020			2040		
		Existing Conditions	No Build	Alt 2	Alt 3	No Build	Alt 2	Alt 3
		LOS	LOS	LOS	LOS	LOS	LOS	LOS
1. Monterey Ave/Varner Rd	AM PM	B B	D D	C D	C D	F F	D F	D F
2. Monterey Ave/I-10 WB Ramps	AM PM	C C	Intersection Removed					
3. Monterey Ave/I-10 EB Ramps	AM PM	C B	C C	B B	B B	D F	B C	B C
4. Monterey Ave/Dinah Shore Dr	AM PM	C E	D E	C E	C E	F F	F F	F F
5. Monterey Ave/Gerald Ford Dr	AM PM	C C	D F	D E	D E	F F	F F	F F
6. Portola Ave/Varner Rd	AM PM	N/A	NA	B B	B B	NA	B C	B C
7. Portola Ave/I-10 WB Ramps	AM PM	N/A	NA	B A	B B	NA	B A	B B
8. Portola Ave/I-10 EB Ramps	AM PM	N/A	NA	A A	B A	NA	B B	B C
9. Portola Ave/Dinah Shore Dr	AM PM	N/A	B B	C D	C D	B B	D D	D D
10. Portola Ave/Gerald Ford Dr	AM PM	B	C C	C C	C C	C D	D D	D D
11. Dinah Shore Dr/Gerald Ford Dr	AM PM	N/A	C C	C C	C C	C C	C B	C B
12. Cook St/Varner Rd	AM PM	B B	E F	D E	D E	F F	F F	F F
13. Cook St/I-10 WB Ramps	AM PM	D B	B B	B B	B B	B B	A B	A B
14. Cook St/I-10 EB Ramps	AM PM	B B	C B	B B	B B	C C	B C	B C
15. Cook St/Gerald Ford Dr	AM PM	C B	C C	C C	C C	C D	C D	C D
16. I-10 WB Ramps/Varner Rd	AM PM	NA	B C	B C	B C	D C	B C	B C

Source: Traffic Volume Validation Report (2014) and Traffic Operations Analysis (2009)

(continued)

	Peak Hour	2014	2020			2040		
		Existing Conditions	No Build	Alt 2	Alt 3	No Build	Alt 2	Alt 3
		LOS	LOS	LOS	LOS	LOS	LOS	LOS
1. Monterey Ave/Varner Rd	AM PM	B B	D D	C D	C D	F F	D F	D F
2. Monterey Ave/I-10 WB Ramps	AM PM	C C	Intersection Removed					
10. Monterey Ave/I-10 EB Ramps	AM PM	C B	C C	B B	B B	D F	B C	B C
11. Monterey Ave/Dinah Shore Dr	AM PM	C E	D E	C E	C E	F F	F F	F F
12. Monterey Ave/Gerald Ford Dr	AM PM	C C	D F	D E	D E	F F	F F	F F
13. Portola Ave/Varner Rd	AM PM	N/A	NA	B B	B B	NA	B C	B C
14. Portola Ave/I-10 WB Ramps	AM PM	N/A	NA	B A	B B	NA	B A	B B
15. Portola Ave/I-10 EB Ramps	AM PM	N/A	NA	A A	B A	NA	B B	B C
16. Portola Ave/Dinah Shore Dr	AM PM	N/A	B B	C D	C D	B B	D D	D D
10. Portola Ave/Gerald Ford Dr	AM PM	B	C C	C C	C C	C D	D D	D D
11. Dinah Shore Dr/Gerald Ford Dr	AM PM	N/A	C C	C C	C C	C C	C B	C B
12. Cook St/Varner Rd	AM PM	B B	E F	D E	D E	F F	F F	F F
13. Cook St/I-10 WB Ramps	AM PM	D B	B B	B B	B B	B B	A B	A B
14. Cook St/I-10 EB Ramps	AM PM	B B	C B	B B	B B	C C	B C	B C
15. Cook St/Gerald Ford Dr	AM PM	C B	C C	C C	C C	C D	C D	C D
16. I-10 WB Ramps/Varner Rd	AM PM	NA	B C	B C	B C	D C	B C	B C

Comments/Explanation/Details *(attach additional sheets as necessary)*

The traffic study completed for the project shows that the estimated Average Daily Traffic (ADT) along Portola Avenue in the year 2040 will be 28,700. The EPA "Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas" states that a project of air quality concern is a project on a new highway or expressway with greater than 125,000 annual average daily traffic (AADT) and 8% or more of such AADT is diesel truck traffic. The proposed project would provide additional access to I-10 and decrease the volume to capacity ratios along Monterey Avenue and Cook Street, which will improve the traffic flow and vehicle speeds, and will not involve an increase in idling.

Based on the information provided above, future new or worsened PM₁₀ violations of any standards are not anticipated, and therefore, the project meets the conformity hot-spot requirements in 40 CFR 93.116 and 93.123 for PM₁₀.

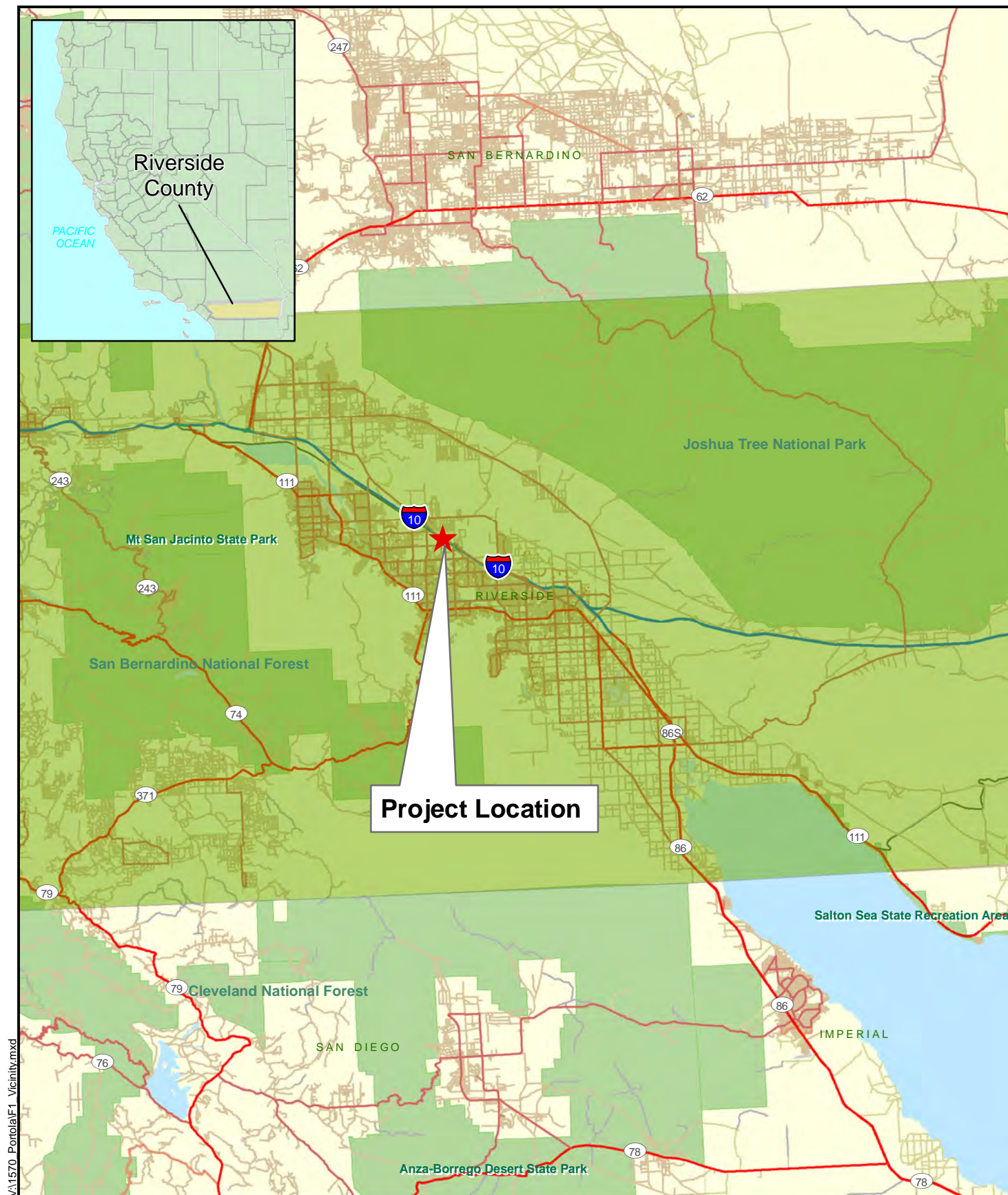


FIGURE 1

Project Vicinity

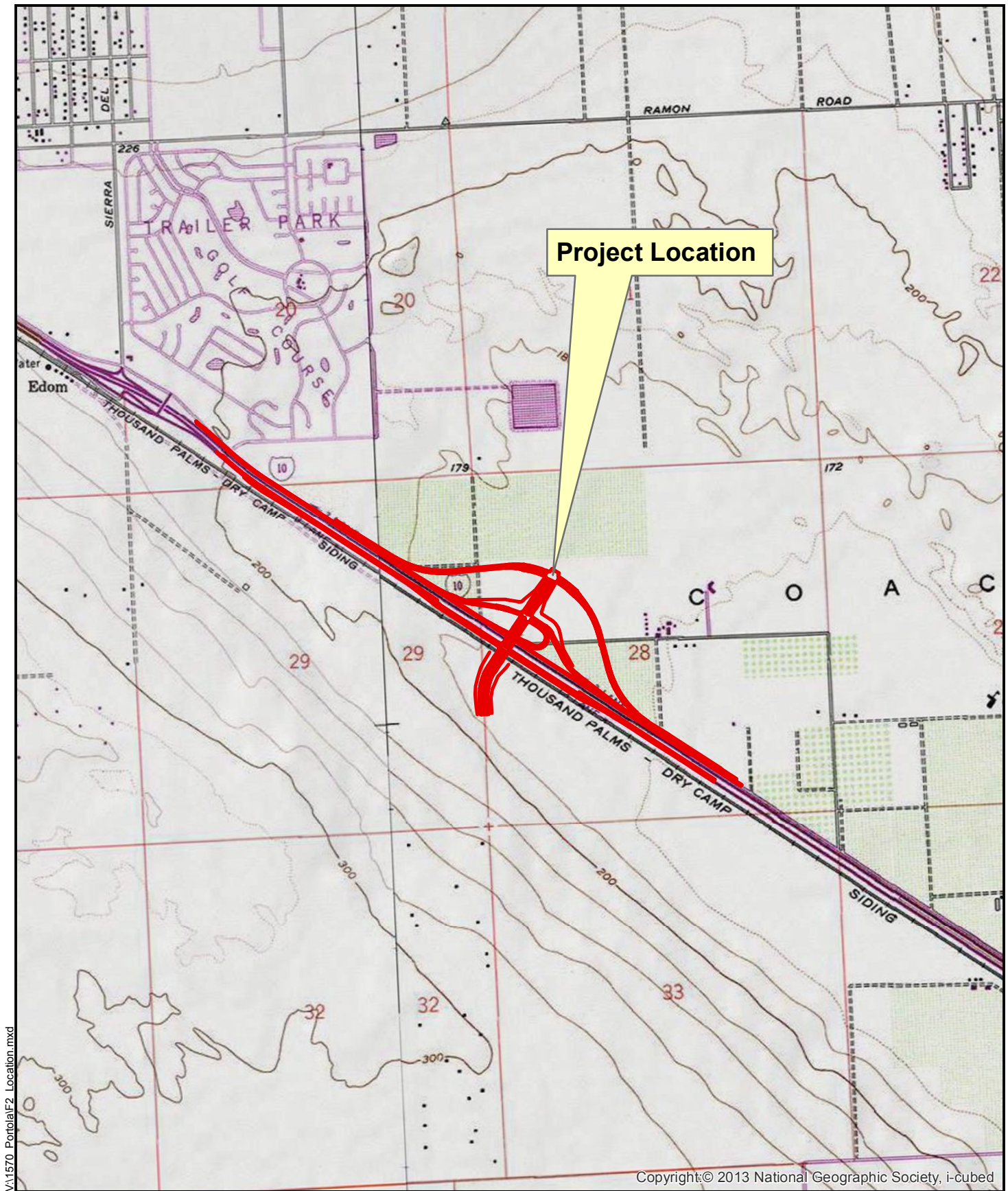
EA 0F1200

08-RIV-10 (PM 44.8/PM 46.6)

I-10/Portola Avenue Interchange Project



0 8 16 Miles



VA1570 Portola\F2 Location.mxd

Source: USA Topo Map; Dokken Engineering 10/14/2014; Created By: timc

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0 0.25 0.5 0.75 1 Miles

FIGURE 2
Project Location
 EA 0F1200
 08-RIV-10 (PM 44.8/PM 46.6)
 I-10/Portola Avenue Interchange Project

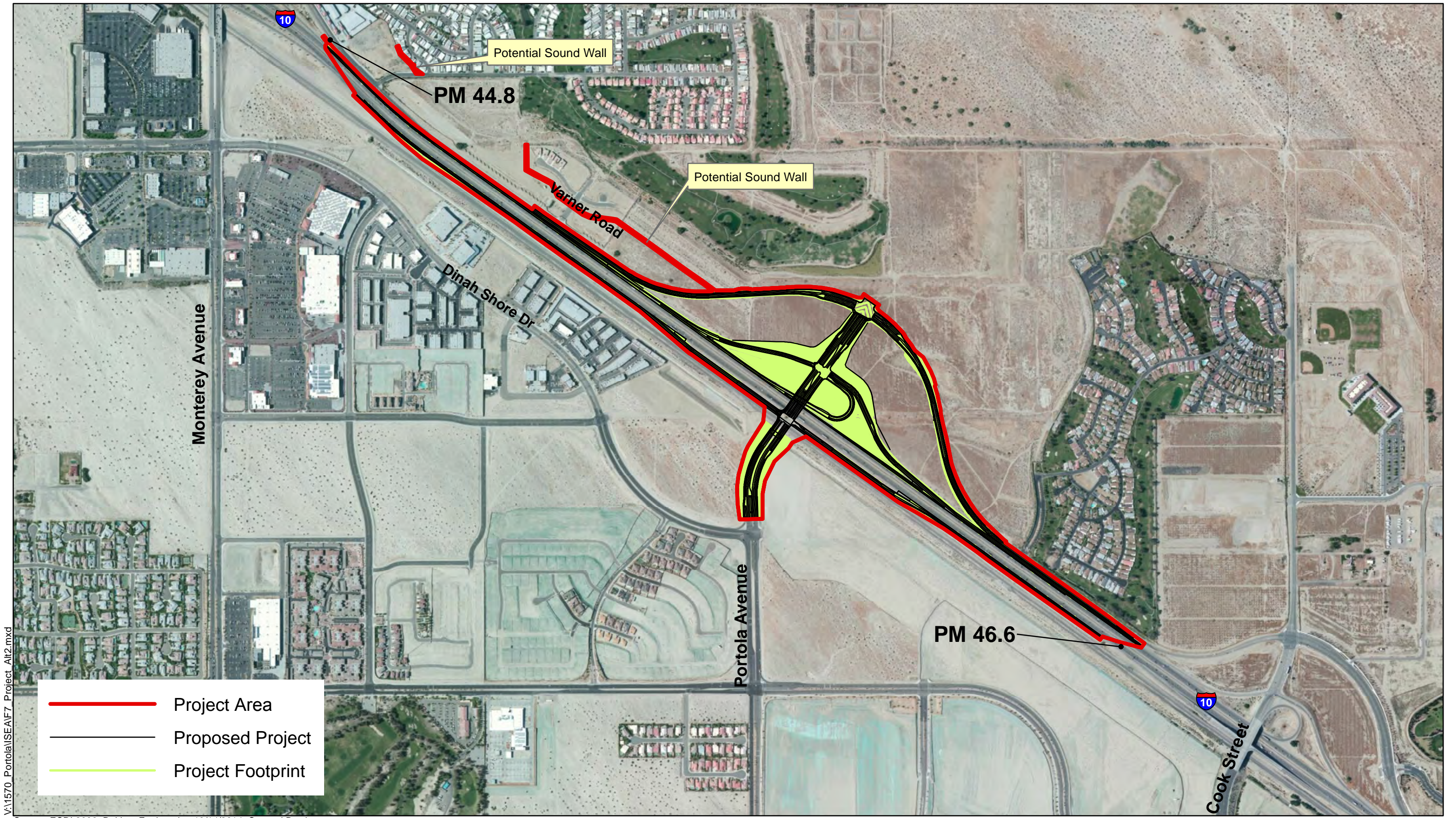
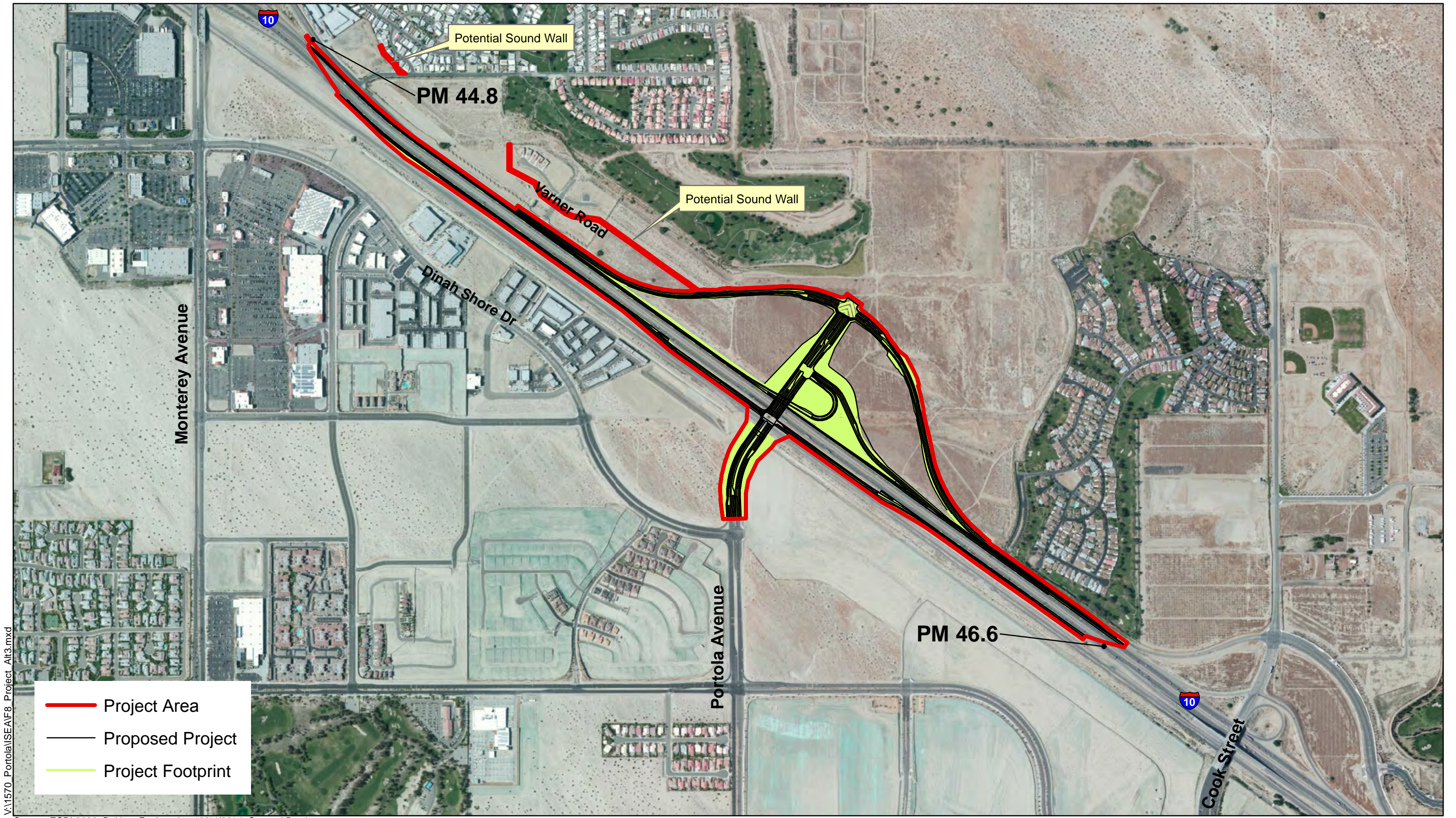


FIGURE 3
I-10/Portola Avenue Interchange Alternative 2
EA 0F1200
08-RIV-10 (PM 44.8/PM 46.6)
I-10/Portola Avenue Interchange Project



V:\1570_Portola\SEAF8_Project_Alt3.mxd

Source: ESRI 2008; Dokken Engineering 10/14/2014; Created By: timc



0 0.2 0.4 0.6 0.8 Miles

FIGURE 4
I-10/Portola Avenue Interchange Alternative 3
 EA 0F1200
 08-RIV-10 (PM 44.8/PM 46.6)
 I-10/Portola Avenue Interchange Project

Final 2015 Federal Transportation Improvement Program

Riverside County Project Listing State Highway (In \$000's)

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
RIV071251	Riverside	SSAB		3M0720	CAXT7	10	39.49	43.36	S	NON-EXEMPT	0	
Description:							PTC	69,800	Agency	CATHEDRAL CITY		
ON I-10 AT APPROX PM 41.17: CONSTRUCT NEW DA VALL DR IC (6 LNS) & RAMPS (2 LNS) FROM VARNER RD TO RAMON RD INCLUDING BRIDGE OVER UPRR AND LONG CYN CREEK CHANNEL, ADD EB/WB AUX LANES (DATE PALM DR IC TO DA VALL & DA VALL TO RAMON RD)												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
AGENCY	1,000	3,200	13,250	17,450				1,000	3,200		13,250	17,450
EASTERN RIV TUMF	3,000	9,600	39,750	52,350				3,000	9,600		39,750	52,350
RIV071251 Total	4,000	12,800	53,000	69,800				4,000	12,800		53,000	69,800

ProjectID	County	Air Basin	Model	RTP ID		Program	Route	Begin	End	System	Conformity Category		Amendment	
RIV031209	Riverside	SSAB		RIV031209		CAXT7	10	44.8	46.6	S	NON-EXEMPT		0	
Description:							PTC	71,993	Agency	PALM DESERT				
AT I-10/PORTOLA AVE (B/W MONTEREY IC & COOK IC): CONSTRUCT NEW 6 THRU LANE PORTOLA AVE IC FROM DINAH SHORE DR TO VARNER RD & RAMPS (EB EXIT 2 LNS, WB EXIT 3 LNS, EB & WB ENTRY 2 LNS, WB ENTRY LOOP RAMP 2 LNS, ENTRY INCL HOV LN, WIDENING INCLUDES BRIDGE OVER UPRR & RELOCATE/WIDEN VARNER 2 TO 4 LNS, ADD EB/WB AUX LNS (MONTEREY TO PORTOLA AND PORTOLA TO COOK), EXTEND 4TH WB LANE COOK TO PORTOLA (EA														
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total	
STP LOCAL				1,275	1,275					1,275			1,275	
CITY FUNDS		2,835	12,099	55,784	70,718	835	14,099			55,784			70,718	
RIV031209 Total		2,835	12,099	57,059	71,993	835	14,099			57,059			71,993	

ProjectID	County	Air Basin	Model	RTP ID		Program	Route	Begin	End	System	Conformity Category			Amendment
47520	Riverside	SSAB		47520		CAXT3	10	51.7	53.1	S	NON-EXEMPT			0
Description:								PTC	81,117	Agency	RIVERSIDE COUNTY			
AT I-10/JEFFERSON ST IC: RECONSTRUCT, REALIGN, & WIDEN IC 2 TO 6 LANES (SOUTHERLY OF VARNER RD TO UPRR), WIDEN RAMPS, ADD NEW ENTRY RAMPS, INCLUDING RAMP METERING (NO HOV PREFERENTIAL LANE INCLUDED), ADD ACCEL/DECEL LANES AT WB ENTRY AND EB EXIT (<1/4 MILE), AND ADD DEDICATED RIGHT-TURN LANES. (EA: 47520)														
Fund		ENG	R/W	CON	Total	Prior	2014/2015		2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STP LOCAL				14,500	14,500				14,500					14,500
AGENCY		9,110	3,100	20,947	33,157	12,210	20,947							33,157
STIP ADVANCE CON-RIP				33,310	33,310		33,310							33,310
SURFACE TRANS PROG - RIP		150			150	150								150
47520 Total		9,260	3,100	68,757	81,117	12,360	54,257		14,500					81,117

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
RIV071254	Riverside	SSAB		3A07022	CARH3	10	53.9	55.5	S	NON-EXEMPT	0	
Description:						PTC	47,000	Agency	INDIO			
ON I-10 IN INDIO AT MONROE ST IC: RECONSTRUCT/WIDEN IC FROM 2 TO 6 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM AVENUE 42 TO S/O WHITEWATER RIVER CHANNEL, RECONSTRUCT/WIDEN RAMPS 1 TO 2 LANES, AND EXTEND RAMPS WITH ACCELERATION/DECELERATION LANES (EA: 0K730K)												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	5,000	2,000	40,000	47,000	5,000				2,000		40,000	47,000
RIV071254 Total	5,000	2,000	40,000	47,000	5,000				2,000		40,000	47,000

FTIP Projects					
County	System	FTIP ID	Route	Description	Project Cost (\$1,000's)
RIVERSIDE	TRANSIT	RIV010214	0	RCTC SHARE OF PURCHASE OF METROLINK CARS & LOCOMOTIVES – UP TO 47 CARS/CABS & 8 LOCOS TO BE ORDERED BY 6/30/06 (FY 03 & 04 5307) (SHARES AMONG LAOC8231, SBD20020801, & ORA090302)	\$15,448
RIVERSIDE	TRANSIT	RIV061143	0	RCTC'S SHARE OF OCTA'S FY 07 REHAB AND RENOVATION (FY 07 5307) (UZA: RIV-SAN)	\$75
RIVERSIDE	TRANSIT	RIV520109	0	RECONSTRUCT & UPGRADE SAN JACINTO BRANCH LINE FOR RAIL PASSENGER SERVICE (RIVERSIDE TO PERRIS) (PERRIS VALLEY LINE) (FY 07 5307) (UZA: RIV-SAN)	\$246,827
RIVERSIDE	TRANSIT	RIV520111	0	REGIONAL RIDESHARE – CONTINUING PROGRAM.	\$10,157
RIVERSIDE	TRANSIT	RIV090601	0	REHABILITATION/RENOVATION OF METROLINK TRACK, SIGNALS, COMMUNICATIONS, STRUCTURES, FACILITIES, SYSTEMS, AND ROLLING STOCK. UTILIZATION OF TOLL DEVELOPMENT CREDITS TO MATCH FTA 5307 AND FTA5309(A) IN CONSTRUCTION IS AS FOLLOWS: \$245 IN FY 11 FOR FTA 5307 AND 5309(A); AND \$251.2 IN FY 12 FOR FTA 5307.	\$3,377
RIVERSIDE	TRANSIT	RIV050530	0	SCRAA REHABILITATION AND RENOVATION OF TRACK AND ROLLING STOCK SIGNAL STRUCTURE (RCTC'S FY 07 5307 PORTION TO SCRA PROJECT) (FY 07 5307) (UZA: RIV-SAN) (PARENT: LA963505)	\$406
RIVERSIDE	TRANSIT	RIV090303	0	SCRRA CENTRAL MAINTENANCE FACILITY AND KELLER STREET YARD MAINTENANCE FACILITY: INSTALLATION OF A GUARD GATE AND MODIFICATION OF AN EXISTING LOCKING DOCK FOR BETTER ACCESS AND ADDITIONAL STORAGE FOR NEW EQUIPMENT (FY 09 – ARRA FTA 5307).	\$760
RIVERSIDE	TRANSIT	RIV090302	0	SCRRA REHAB & RENOVATION OF METROLINK RAIL: REHABILITATION OF METROLINK TRACK, SIGNAL, COMMUNICATIONS, STRUCTURES AND EQUIPMENT (FY 09 – ARRA FTA 5307).	\$1,670
RIVERSIDE	TRANSIT	RIV061145	0	SCRRA REHABILITATION AND RENOVATION OF TRACK AND ROLLING STOCK SIGNAL STRUCTURE (RCTC'S FY 08 PORTION) TO SCRRA PROJECT) (FY 08 5307) (UZA: RIV-SAN)	\$509
RIVERSIDE	TRANSIT	RIV071235	0	SCRRA REHABILITATION AND RENOVATION OF TRACK AND ROLLING STOCK SIGNAL STRUCTURE (RCTC'S FY 09 PORTION TO SCRRA PROJECT) (FY 09 5307)	\$2,782
RIVERSIDE	STATE HIGHWAY	47520	10	AT I-10/JEFFERSON ST IC: RECONSTRUCT, REALIGN, & WIDEN IC 2 TO 6 LANES (SOUTHERLY OF VARNER RD TO UPRR), WIDEN RAMPS, ADD NEW ENTRY RAMPS, INCLUDING RAMP METERING (NO HOV PREFERENTIAL LANE INCLUDED), ADD ACCEL/DECEL LANES AT WB ENTRY AND EB EXIT (<1/4 MILE), AND ADD DEDICATED RIGHT-TURN LANES. (EA: 47520)	\$81,117
RIVERSIDE	STATE HIGHWAY	RIV031208	10	AT I-10/MONTEREY AVE IC – RECONFIGURE IC: CONSTRUCT NEW WB ENTRY RAMP AND REALIGN/RELOCATE WB EXIT RAMP (EA: 0F050)	\$12,699
RIVERSIDE	STATE HIGHWAY	RIV060115	10	AT I-10/OAK VALLEY PKWY IC: RECONSTRUCT/WIDEN IC FROM 2 TO 6 THROUGH LANES FROM APPROX 500' W/O DESERT LAWN DR TO GOLF CLUB DR, WIDEN RAMPS – EB ENTRY 1 TO 2 LANES, EB & WB EXIT 1 TO 4 LANES, WB ENTRY 1 TO 3 LANES, , ADD NEW EB/WB ENTRY LOOP RAMPS (2 LANES) , ENTRY RAMPS INCLUDE HOV PREFERENTIAL LANE, AND RAMPS INCLUDE EXTENDED ACCELERATION/ DECELERATION LANE (EA: 0G280)	\$25,425
RIVERSIDE	STATE HIGHWAY	RIV031209	10	AT I-10/PORTOLA AVE (B/W MONTEREY IC & COOK IC): CONSTRUCT NEW 6 THRU LANE PORTOLA AVE IC FROM DINAH SHORE DR TO VARNER RD & RAMPS (EB & WB EXIT 3 LNS, EB & WB ENTRY 2 LNS, EB ENTRY LOOP RAMP 2 LNS, ENTRY INCL HOV LN, WIDENING INCLUDES BRIDGE OVER UPRR & RELOCATE/WIDEN VARNER 2 TO 4 LNS, ADD EB/WB AUX LNS (MONTEREY TO PORTOLA AND PORTOLA TO COOK). EXTEND 4TH WB LANE COOK TO PORTOLA (EA: 0F120K)	\$71,993
RIVERSIDE	STATE HIGHWAY	RIV060116	10	I-10/CHERRY VALLEY BLVD IC: RECON/WIDEN 2 TO 5 & 6 THRU LNS (3 NB+2&3 SB) FROM E/O CALIMESA BLVD TO APPROX W/O ROBERTS RD, RECON/WIDEN RAMPS – EB ENTRY 1 TO 2 LNS W/ HOV LN, RECONFIGURE/WIDEN AS HOOK RAMPS WB ENTRY 1 TO 3 LNS W/ HOV LN & WB EXIT 1 TO 2 LNS, WIDEN EB EXIT RAMP 1 TO 2 LNS, RELOCATE/WIDEN CALIMESA/CHERRY VALLEY BLVD 2 TO 4 LNS, & INCLUDE EXTENDED RAMP ACCEL/DECEL LNS (EA: 0G170)	\$51,500

(Source: SCAG 2012-2035 RTP)